

suitable notation must be made when such directives are not complied with.

(5) When temporary installations are incorporated in an aircraft for the purpose of export delivery, the application form must include a general description of the installations together with a statement that the installation will be removed and the aircraft restored to the approved configuration upon completion of the delivery flight.

(6) Historical records such as aircraft and engine log books, repair and alteration forms, etc., for used aircraft and newly overhauled products.

(7) For products intended for overseas shipment, the application form must describe the methods used, if any, for the preservation and packaging of such products to protect them against corrosion and damage while in transit or storage. The description must also indicate the duration of the effectiveness of such methods.

(8) The Airplane or Rotorcraft Flight Manual when such material is required by the applicable airworthiness regulations for the particular aircraft.

(9) A statement as to the date when title passed or is expected to pass to a foreign purchaser.

(10) The data required by the special requirements of the importing country.

[Amdt. 21–2, 30 FR 8465, July 2, 1965, as amended by Doc. No. 8084, 32 FR 5769, Apr. 11, 1967; Amdt. 21–48, 44 FR 15650, Mar. 15, 1979; Amdt. 21–59, 52 FR 1836, Jan. 15, 1987]

**§ 21.329 Issue of export certificates of airworthiness for Class I products.**

An applicant is entitled to an export certificate of airworthiness for a Class I product if that applicant shows at the time the product is submitted to the Administrator for export airworthiness approval that it meets the requirements of paragraphs (a) through (f) of this section, as applicable, except as provided in paragraph (g) of this section:

(a) New or used aircraft manufactured in the United States must meet the airworthiness requirement for a standard U.S. airworthiness certificate under § 21.183, or meet the airworthiness certification requirements for a “restricted” airworthiness certificate under § 21.185.

(b) New or used aircraft manufactured outside the United States must have a valid U.S. standard airworthiness certificate.

(c) Used aircraft must have undergone an annual type inspection and be approved for return to service in accordance with Part 43 of this chapter. The inspection must have been performed and properly documented within 30 days before the date the application is made for an export certificate of airworthiness. In complying with this paragraph, consideration may be given to the inspections performed on an aircraft maintained in accordance with a continuous airworthiness maintenance program under Part 121 or 127 of this chapter or a progressive inspection program under Part 91 of this chapter, within the 30 days prior to the date the application is made for an export certificate of airworthiness.

(d) New engines and propellers must conform to the type design and must be in a condition for safe operation.

(e) Used engines and propellers which are not being exported as part of a certificated aircraft must have been newly overhauled.

(f) The special requirements of the importing country must have been met.

(g) A product need not meet a requirement specified in paragraphs (a) through (f) of this section, as applicable, if acceptable to the importing country and the importing country indicates that acceptability in accordance with § 21.327(e)(4) of this part.

[Amdt. 21–2, 30 FR 8465, July 2, 1965, as amended by Amdt. 21–8, 31 FR 2421, Feb. 5, 1966; Amdt. 21–9, 31 FR 3336, Mar. 3, 1966; Amdt. 21–48, 44 FR 15650, Mar. 15, 1979]

**§ 21.331 Issue of airworthiness approval tags for Class II products.**

(a) An applicant is entitled to an export airworthiness approval tag for Class II products if that applicant shows, except as provided in paragraph (b) of this section, that—

(1) The products are new or have been newly overhauled and conform to the approved design data;

(2) The products are in a condition for safe operation;

(3) The products are identified with at least the manufacturer’s name, part

number, model designation (when applicable), and serial number or equivalent; and

(4) The products meet the special requirements of the importing country.

(b) A product need not meet a requirement specified in paragraph (a) of this section if acceptable to the importing country and the importing country indicates that acceptability in accordance with § 21.327(e)(4) of this part.

[Amdt. 21-2, 30 FR 8465, July 2, 1965, as amended by Amdt. 21-48, 44 FR 15650, Mar. 15, 1979]

**§ 21.333 Issue of export airworthiness approval tags for Class III products.**

(a) An applicant is entitled to an export airworthiness approval tag for Class III products if that applicant shows, except as provided in paragraph (b) of this section, that—

(1) The products conform to the approved design data applicable to the Class I or Class II product of which they are a part;

(2) The products are in a condition for safe operation; and

(3) The products comply with the special requirements of the importing country.

(b) A product need not meet a requirement specified in paragraph (a) of this section if acceptable to the importing country and the importing country indicates that acceptability in accordance with § 21.327(e)(4) of this part.

[Amdt. 21-2, 30 FR 8465, July 2, 1965, as amended by Amdt. 21-48, 44 FR 15650, Mar. 15, 1979]

**§ 21.335 Responsibilities of exporters.**

Each exporter receiving an export airworthiness approval for a product shall—

(a) Forward to the air authority of the importing country all documents and information necessary for the proper operation of the products being exported, e.g., Flight Manuals, Maintenance Manuals, Service Bulletins, and assembly instructions, and such other material as is stipulated in the special requirements of the importing country. The documents, information, and material may be forwarded by any means

consistent with the special requirements of the importing country;

(b) Forward the manufacturer's assembly instructions and an FAA-approved flight test checkoff form to the air authority of the importing country when unassembled aircraft are being exported. These instructions must be in sufficient detail to permit whatever rigging, alignment, and ground testing is necessary to ensure that the aircraft will conform to the approved configuration when assembled;

(c) Remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight;

(d) Secure all proper foreign entry clearances from all the countries involved when conducting sales demonstrations or delivery flights; and

(e) When title to an aircraft passes or has passed to a foreign purchaser—

(1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of transfer of title, and the name and address of the foreign owner;

(2) Return the Registration and Airworthiness Certificates, AC Form 8050.3 and FAA Form 8100-2, to the FAA; and

(3) Submit a statement certifying that the United States' identification and registration numbers have been removed from the aircraft in compliance with § 45.33.

[Amdt. 21-2, 30 FR 8465, July 2, 1965, as amended by Amdt. 21-48, 44 FR 15650, Mar. 15, 1979]

**§ 21.337 Performance of inspections and overhauls.**

Unless otherwise provided for in this subpart, each inspection and overhaul required for export airworthiness approval of Class I and Class II products must be performed and approved by one of the following:

(a) The manufacturer of the product.

(b) An appropriately certificated domestic repair station.

(c) An appropriately certificated foreign repair station having adequate overhaul facilities, and maintenance organization appropriate to the product involved, when the product is a Class I product located in a foreign